

RAILROAD RACKET.

Adoption of the Standard Mountain Time.

Changes in Arrivals and Departures of Trains.

A General Collection of Railway Items of Interest.

NOTES.

Upon adopting the last time table for the Central Pacific the time is cut down to thirty hours—nine hours shorter than previously.

On the 25th of last month a rate of sixty cents per hundred on barley in car load lots was made from Weber, Utah, to Chicago, Milwaukee and other common points.

The gross earnings of the Erie road for February last amounted to \$1,233,409 and the net earnings were \$308,347. Gross earnings of the C. & N. Y. for the same month, \$1,971,033; net, \$358,165.

The earnings of the Northern Pacific for last month (March) were 74 per cent. more than they were in February for a greater part of which they can thank the Coar d' Alene excitement while the miners are causing the railroads.

A man in New York is said to have perfected a system by which he can make a locomotive which with water, coal, wood and sand will weigh only 45 tons and run 120 miles per hour and move a train with 5 to 10 cars at the rate of 100 miles per hour and maintain this rate of speed.

Superintendent Bamberger, of the San Francisco Valley road, informs us that he is the intention to extend his road from Wales to Mantia, a distance of twenty miles, this season, and that it is probable other extensions to the road may be made this winter, but in which direction Mr. Bamberger does not state.

The Chicago, Burlington & Quincy road is to raise \$7,000,000 for which it proposes a new issue of stock and asks its stockholders an opportunity to subscribe at 10 per cent. which will undoubtedly be accepted. The Burlington does not state what large amount is required for, but it would go a long way to extending its system to Ogden.

For some time past accident insurance tickets have been on sale at the Utah Central and Denver & Grande ticket offices in this city, and during the month of April the tickets at the D. & R. G. office amounted to \$12,500, while no sales were made at the Utah Central. These tickets are sold for from one to ten days at 50c. per day, and when death occurs to the purchaser within specified limit, the insurance calls for \$3,000, and if the insured becomes disabled through accident or carelessness on the part of the railroad company the insured receives \$15 per week until recovery.

Proposals of the adoption of standard mountain time by the Utah Central the following circular has been issued from the superintendent's office:

UTAH CENTRAL RAILWAY,
SUPERINTENDENT'S OFFICE, April 25,
SPECIAL CIRCULAR.

Relating to Change of Time.
The Utah Central Railway Company adopted the Standard Mountain Time for the running of its trains, to effect May 1st, 1884, at 4 a. m. New Time Card No. 10. All employees in the service of the company change their time pieces by setting hands forward twenty-eight minutes, being the exact difference between Lake local time and Standard Mountain time.

JOHN SHARP, Gen'l Supt.
JAMES SHARP, Asst. Gen'l Supt.

On the adoption of the new time card on the Utah Central next Monday, passenger trains will arrive and depart as follows:

ARRIVALS.
From west at 10:10 a. m.
From north and east at 12:30 p. m.
From south (through) at 3:10 p. m.
From south and east at 5:30 p. m.
From east at 7:30 p. m.
From west at 12:30 p. m. will carry the train which now reaches here at 6:45.

DEPARTURES.
To north, east and Park City at 7:30 a. m.
To west, east and Park City at 9:30 p. m.
To south at 6:45 a. m.
To south and east at 8:30 p. m.
To east at 10:30 p. m.
Trains made with freight trains at night.

Concerning the rumored changes in the Union Pacific road, showing which will probably effect the first of next month, the idea is to have four divisions, each of whom will have charge of a certain department. The men for the new positions already been selected, it is Mr. Eliza Atkins, the present General Agent of Finance; Mr. S. H. Atkins, the present General Manager; and Mr. J. H. Atkins, the present Vice-President. Mr. Atkins will be in charge of the department of Finance; Mr. S. H. Atkins, at present General Agent of Finance; and Mr. S. H. Atkins, at present General Agent of Finance.

"THE SUDDENNESS."

In an article on the subject of railway passes recently published in the *North American Review*, speaking of the annual passes furnished to members of the Legislatures and minor officials of various positions, it says:

The suddenness with which this "courtesy" ends, in most cases, is quite as remarkable as the arguments by which it is sought to be justified. An ordinary legislator, for instance, is carried free until the 15th of January after his term expires. The day following, by a rule of some of the lines, his traveling relatives would be compelled to pay a double first-class passenger fare for the transportation of his corpse.

It might have been added that in some individual cases the companies would probably not particularly care which method of transportation was employed.—*Official Guide.*

STANDARD TIME.

On the first of next month new time cards will go into effect on the Union Pacific, Utah & Northern and Utah Central railroads and in making this change will come the introduction of the "mountain" division of the standard time system of which the country has heard so much of late and which has now almost become the universal time system in the United States and Canada. To Salt Lake and vicinity this change will make a difference of twenty-eight minutes faster or earlier than the present time. This new system of dividing time was first agitated by the "Travelers' Official Guide" about twelve years back and Mr. Allen, its editor, has ever since been laboring to perfect and introduce it which he seems to have at last accomplished and to him more than any one else is due the credit of its establishment. When we consider that there was "until" recently, some eight hundred railroads using about seventy different standards of time it will readily be seen how beneficial the new system is as it divides up the continent as to reduce the time to five standards which are named and divided as follows.

Intercolonial 60° west of Greenwich.
Eastern 75° " " "
Central 90° " " "
Mountain 105° " " "
Pacific 120° " " "

Mountain time which is to be adopted by the roads running north, south and east of Ogden, extends east to north Platte on the Union Pacific and to the Kansas line on the Atchafalaya, Topeka & Santa Fe. Pacific time which will probably go into effect on the Central Pacific extends west from Ogden to San Francisco. At present there is a difference of two hours and twenty-eight minutes between Washington and Salt Lake time, but by the establishment of "mountain" time here it will be reduced to two hours. By act of Congress, approved March 13, 1884, the time of the seventy-fifth meridian has been established as the legal standard in the District of Columbia, and since the new standards are used exclusively in all publications of the Postoffice Department for all sections of the country, the recognition of standard time by the general government may be considered complete. To Cincinnati more than any other city, the establishment of this new system is a difficulty, but since Buffalo, N. Y., Portland, Me., and Charleston, S. C., have changed their time about as much as would be necessary for Cincinnati, and their citizens having experienced no inconvenience therefrom there is little doubt but that Cincinnati will soon wheel into line. That this system will very soon become universal there is no doubt and perhaps there will be no better opportunity for Salt Lake to adopt it than next Thursday when it goes into effect on the railroads. If you want to carry railroad time after the first, set your watch ahead twenty-eight minutes.

NARROW GAUGE.

The *Railroad Gazette*, in its last number has an interesting article on the folly of the narrow-gauge theory of railroads showing some radical mistakes in adopting the system and concludes as follows: "The essential fallacy of the whole narrow-gauge theory is also evident in this, which cannot be successfully denied: If any line could furnish an excuse for choosing a narrow-gauge it was the Denver & Rio Grande, with its difficult country to traverse and its comparative isolation. Yet, now that the Denver & Rio Grande is complete; there is nothing whatever to prevent its throwing out its present rails, on its present ties, to standard gauge, retaining the same alignment and road-bed, and working its lines with identically similar locomotives, of equal weight and cost per ton, and with not only equal but greater smoothness, safety, and economy. A little longer ties would be better, but they are no more essential for the standard gauge than for the narrow. And the experience of this road shows the disadvantage of exceptional gauge even on what is an almost isolated system, with but two points of connection to the east and one to the west. Already the oldest part of the line, from Denver to Pueblo, has had third rails laid for standard-gauge track, that it might be utilized by one eastern connection, and now that a connection has been made with the Central Pacific on the west it would be of great advantage could the transcontinental traffic be carried in through cars from Chicago to Ogden."

SLEEPING CAR RATES.

It is a common thing to hear the traveling public complain of the rates charged for sleeping car accommodations in America, claiming they are too high and using European com-

tries for comparison, but in doing so there is displayed more or less ignorance of the facts of the case. While the charges in this country are much lower, the accommodations are unquestionably far superior. About the shortest distance for which sleeping accommodations are sold in Europe is between Calais and Marseilles, 705 miles occupying twenty one hours (33½ miles per hour) and for which \$17.10 is demanded in addition to the ordinary first-class fare, while \$10 will pay for accommodations from New York to Chicago, a distance of 912 miles (as against 705) and 36½ hours or 81 cents an hour there against 37½ here, while our trains run at 34½ miles per hour. This is a comparison where time, accommodations and charges are all in favor of this country.

FREE PASSES IN MISSISSIPPI.

The Mississippi Legislature has passed the following law, which took effect April 12:

Section 1. That it shall be a misdemeanor for any legislative, executive, judicial or ministerial officer of this State, or for any person holding an office or place of honor, profit or trust under the laws of this State, to travel upon any railroad in this State without paying absolutely, and without any guise, trick, subterfuge or evasion whatsoever, the same fare required of passengers generally; and it shall also be a like misdemeanor for any officer or employee, or other person acting for such office or employee, of any railroad in this State, to permit any such officer or person to travel upon any railroad in this State without paying fare as hereinbefore provided.

Section 2. That any person found guilty of a violation of this act shall be punished as follows, to wit: For the first offense, by a fine of not less than \$25; for the second offense, by a fine of not less than \$100, or by imprisonment in the county jail not less than 10 days, or by both fine and imprisonment; and, for the third offense, by a fine of not less than \$500, or by imprisonment in the county jail not less than 30 days; provided that nothing herein contained shall prevent any railroad from transporting persons free of charge, or at reduced rates, for any religious, charitable or benevolent purposes, or for any industrial exhibition or association of a public nature.

WANTED TO CHANGE.

The case being argued was *Farmer Closegrip vs. a railroad company* for damages sustained in a collision.

The old man's lawyer was making a pitiful appeal to the jury:—"Gentlemen of the jury," he said, "just gaze upon the true, honest, time-beaten face of my client, and suppose he had been fatally wounded; think of the sad blow that his loving wife and little children would have to receive; but, thank heaven, it was not so bad as that. But, oh! how he must have suffered during those days of his illness—how the heart-stricken companion of his life felt when they brought him home, bruised and mangled. Now, tell me, shall this poor old man go down to his grave a maimed and helpless creature without some aid from the cause of his affliction?"

During the delivery Closegrip was noticed to be very much agitated, and rising as the lawyer finished, he sobbed—

"Judge, excuse my breakin' in, but I must speak."

"Go on," commanded the Court.

"I didn't know it was so bad as it is till the gentleman that got down; an' if ye'll let me, I'll—I'll—," here he faltered.

"You'll what?" asked his honor.

"Just raised them figgers on the railroad for a few dollars more—make it a thousand instid o' five hundred; won't ye, judge?"

It is needless to add that the judge didn't.—*Atlanta Constitution.*

"Well, son, did you get any cases?" asked a father of a son who had been admitted to the bar about six months ago.

"No, father; none yet. I am very much discouraged."

"Perhaps you don't use the proper method to get cases. You should never appear on the streets without carrying in your hand a sheet of cap paper folded up so as to look like a legal document, rush about as if you are loaded down with business. When in your office and anyone comes in, be busy writing out a deed or something, and when in court never fail to cock your feet on the table, brush up your hair and look wiser than the judge, if you can. That's the way those fellows who succeed in law so well all do."—*Sunny South.*

An Indiana boy was sentenced to four years' imprisonment for stealing a suit of clothes. Out in Indiana it is a pretty serious thing to lose a suit of clothes.

Dr. Frazier's Magic Ointment

A sure cure for Little Grubs in the Skin, Rough Skin, etc. It will remove that roughness from the hands and face and make you beautiful. Price 50c. Sent by mail. FRAZIER MEDICINE CO., Prop's, Cleveland, Ohio.

Mr. JOHN GUERDAN, St. Louis, Mo., says: "Our customers report Brown's Iron Bitters fully up to the representations."

A Beautiful Variety of PHOTOGRAPH CARDS, suitable for the Saloons at HERALD OFFICE.

WHITE, McALLISTER & Co.,
REAL ESTATE, LOAN

—AND—

Fire, Life and Accident

INSURANCE AGENTS,

SECOND SOUTH ST., No. 34 E.

P. O. BOX 1922.

Note our fine business site on Second South street; cheap.

Houses and Lots for Sale.

900 A new two room rustic house, adobe lined, summer kitchen, well, lot 2x10 rods, Eleventh Ward.

800 A two room rustic house and 3½x10 rods of ground, in the Eleventh Ward.

650 A four room adobe house and 2½x10 rods of ground, in the Eleventh Ward.

900 A new rock and brick house, three rooms, cellar and stable, lot 3½x10 rods, Twelfth Ward, a very cheap place.

2500 A five room rustic adobe lined house, barn, chicken house, orchard, well, etc., lot 5x10, Ninth Ward.

2000 An adobe house of six rooms, good cellar and 1x10 rods of ground; a very cheap place.

1050 A two-story adobe house of seven rooms, good cellar, summer kitchen, pantry, etc., lot 3½x10 rods, Eleventh Ward.

3500 A six-room adobe house, summer kitchen, well, lot 3½x10 rods, first-class order, three blocks, from Main street, Eleventh Ward.

2000 A fine 5x5 corner lot and four room adobe house, on Third South street, Twelfth Ward.

1450 A new three room adobe and frame house. A good barn, lot 10x12 rods, etc., and 5x10 rods of ground in the Second Ward.

2000 A nice place on State Road, new brick house of six rooms, and out-houses very convenient.

5500 A fine seven room house and barn, city water, etc. A very fine place, and 5x10 rods of ground on Brigham street.

3000 A nice six room brick house, with a fine cellar, bath, kitchen, etc., etc., finely finished 12 feet ceilings, Twelfth Ward.

2500 A new brick house of six rooms and bath room, cellar and basement, two-story, occupies 2½x12, lot 1x10, very cheap house cost \$3,000 to erect.

3000 A new brick house of nine rooms with 2½x10 rods of ground and the right of carriage road; house cost \$2,800 to erect; good bargain.

1500 Adobe house of four rooms, barn, cellar, granary, well, etc., on our line, corner lot 5x5, all in first-class order.

2500 A seven room frame, adobe lined house, with a fine cellar, bath, kitchen, etc., etc., two story barn, etc., in the Tenth Ward. Will exchange for good farm.

2500 A new adobe house of four rooms and summer kitchen, hydrant water, etc., 3x10 rods of ground in Seventh Ward, close to business centre.

1700 A nice new brick house of four rooms, good battery, clothes closet, and 2½x10 rods of ground on the State Road, close by.

10,000 For a fine new brick residence of ten rooms, bath room, closets, hot and cold water, gas, etc. High ceilings, all modern improvements and lot 2x10 rods of ground. Also an adobe house of three rooms on same lot, on West Temple street, Twelfth Ward.

1850 An adobe house of five rooms, good cellar, barn and nice spring, only 2½ blocks from Main street, lot 5x10, Eighth Ward, on our line.

1700 A five room house, good summer kitchen and rock cellar, good water facilities, and 4x5 rods of ground with fruit trees and bushes. Fine adobe trees around the house, a fine view and close to business, Seventeenth Ward, cheap.

W have a long list of properties at this office that we cannot publish for want of space, but will be pleased to show you on calling.

Lots for Sale.

See note city lots on Third East street, cheap.

260 A foot. Fine building spot on Second South street, half block from Main street, lot 4½x165 feet; a bargain.

350 Corner lot 4x5 rods, good location, in Tenth Ward.

250 Each. Two lots 3x6 rods each, in Tenth Ward.

75 A rod for choice lots in the Tenth Ward, Third South street.

175 Fine city lot 2½x10 rods on Third East street, choice and cheap, Third Ward.

100 A rod for city lots on Main street; good location, plenty of water.

200 A rod for a fine piece of ground on State Road.

250 Each for two lots just north of the Race Course.

450 Nice lot in the Twenty-first Ward.

750 A nice ½, 5x10, in the Twenty-first Ward.

800 A nice lot on Brigham street, fine location.

250 A corner lot, in good location for residence, 2½x10 rods, very cheap.

A long list of lots at very low prices, in all parts of the city.

Farms for Sale.

900 A fine piece of land, twenty acres, in Sugar House Ward, close to town, full water right, cheap.

800 A nice place—eight acres of ground and a house in Sugar House Ward, young orchard, cheap.

300 A bargain. Four acres of fine farming land in Sugar House Ward.

1300 A fine orchard on the State Road; ½ acres.

100 An acre for 75 acres of fine cultivated land on the Jordan, only 2½ miles from Main street.

1250 An acre for 80 acres over Jordan Sixth Ward bridge, close to Groesbeck's.

1500 Twenty acres of good farm land, 16 acres in lumber, will exchange for city property.

2500 A nice farm of thirty-four acres across Jordan, a fine place, two good houses and a barn. All under cultivation except a small piece of pasture land.

A number of good farms at easy terms, and in exchange for city property.

Houses for Rent.

A nice six room rock house on Brigham street.

Two rooms furnished for light housekeeping, on Second West street.

Four rooms in house on Second South street west, with city water.

Furnished rooms near Catholic Church.

A five room adobe house and summer kitchen, and cellar, Seventeenth Ward; city water.

A six room adobe house on Fifth South street, Seventh Ward.

Fine furnished room, very close by.

A four room rustic house and summer kitchen, on Sixth South street, cheap.

An eight room house, half block from Main street.

A five room brick house, on First West street.

Four rooms close by, with city water, cheap.

Four rooms in Seventh Ward, brick house, cheap.

We have also a long list of houses for rent in all parts of the city. Call on us before renting.

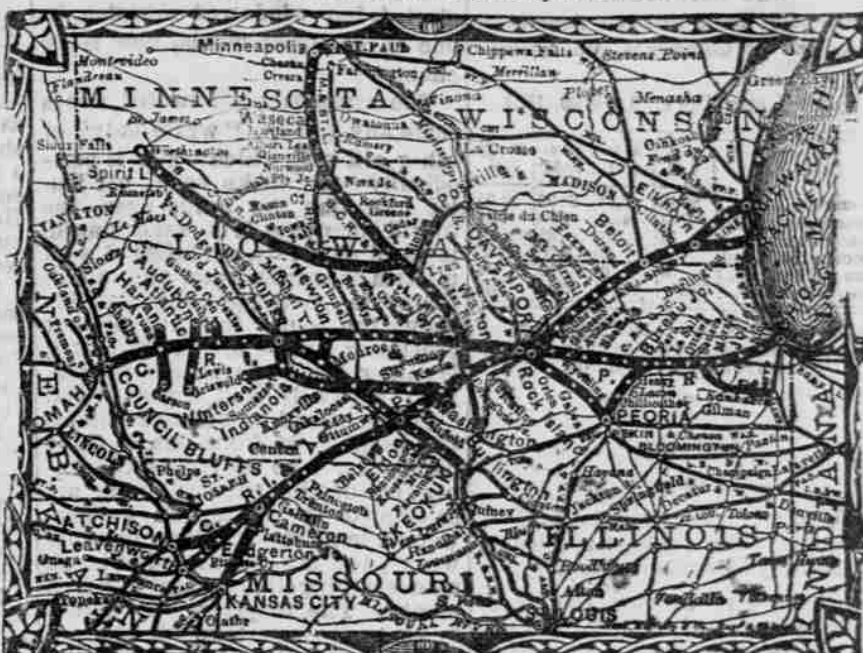
MONEY LOANED

For any length of time at a reasonable rate of interest, both in large and small sums.

We give every attention to the Renting of Houses, Collection of Rents, and the transaction of all business that comes under our immediate hand, in a business-like manner, and with dispatch.

A MAN

WHO IS UNACQUAINTED WITH THE GEOGRAPHY OF THIS COUNTRY, WILL SEE BY EXAMINING THIS MAP, THAT THE



CHICAGO, ROCK ISLAND & PACIFIC RY.

Being the Great Central Line, affords to travelers, by reason of its unrivaled geographical position, the shortest and best route between the East, Northeast and Southeast, and the West, Northwest and Southwest.

It is literally and strictly true, that its connections are all of the principal lines of road between the Atlantic and the Pacific.

By its main line and branches it reaches Chicago, Joliet, Peoria, Ottawa, La Salle, Geneseo, Moline and Rock Island, in Illinois; Davenport, Muscatine, Washington, Keokuk, Knoxville, Okauchosa, Fairfield, Des Moines, West Liberty, Iowa City, Atlantic, Avoca, Audubon, Harlan, Guthrie Center and Council Bluffs, in Iowa; Galveston, Trenton, Cameron and Kansas City, in Missouri; Leavenworth and Atchison in Kansas, and the hundreds of cities, villages and towns intermediate.

"GREAT ROCK ISLAND ROUTE."

It is familiarly called, offers to travelers all the advantages and comfort incident to a smooth track, safe bridges, Union Depots at all connecting points.

Fast Express Trains, composed of COMMODIOUS, WELL VENTILATED, WE HEATED, FINELY UPHOLSTERED AND ELEGANT DAY COACHES; a line of MOST EFFICIENT HORTON RECLINING CHAIR CARS ever built; PULLMAN best designed and handsome PALACE SLEEPING CARS, and DINING CARS, are acknowledged by press and people to be the FINEST RUN UPON ALL RAILROADS IN THE COUNTRY, and in which superior meals are served to travelers at as low rate of SEVENTY-FIVE CENTS EACH.

THREE TRAINS each way between CHICAGO and the MISSOURI RIVER. TWO TRAINS each way between CHICAGO and MINNEAPOLIS and ST. PAUL via the famous

ALBERT LEA ROUTE.

A New and Direct Line, via Geneseo and Karakake, has recently been opened, between Chicago, Peoria, Moline, Keokuk, Iowa City, and Council Bluffs, St. Paul, Minneapolis and intermediate points.

All Through Passengers carried on Fast Express Trains. For more detailed information, see Maps and Folders, which may be obtained as well as tickets, at all principal Ticket Offices in the United States and Canada, or of

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Of all kinds, Cheap.

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NEW GOODS!

Dress Goods

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Clothing, Hats, Caps,

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